

Application No. 10/803,107
Amendment dated May 14, 2007
Reply to Office action of January 13, 2007

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2. Amendments to the Claims

This listing of claims will replace all prior versions and listings of claims in the Application.

- 1 1. (Currently Amended) An adjustable shift lever for motorcycles and the like,
2 comprising:
3 a shift tip comprising
4 a first end comprising a knob portion; and
5 a second end opposite the first end, and connected to the knob
6 portion, wherein the second end is connected to two substantially
7 parallel wing portions adapted to fit over a cooperating portion of a
8 motorcycle shift arm;
9 a fastener assembly for connecting to at least one of the wing portions and
10 for securing the shift tip to the shift arm; and
11 a shim adapted for placement between the cooperating portion of the
12 motorcycle shift arm and at least one of the wing portions, and wherein the
13 distance between the wing portions is approximately equal to the
14 cooperating portion of the motorcycle shift arm plus the collective width
15 of the at least one shim, whereby the position of the shift tip may be
16 selectively modified by the positioning of the at least one shim.
- 1 2. (Original) The shift lever of claim 1 wherein the shim is selectably placeable in
2 one of at least two positions.

Application No. 10/803,107
Amendment dated May 14, 2007
Reply to Office action of January 13, 2007

5 a second end opposite the first end, wherein the second end is
6 connected to two substantially parallel wing portions adapted to fit
7 over a cooperating portion of a motorcycle shift arm and wherein
8 the knob portion defines a central axis running between the first
9 end and the second end, ~~and wherein the fastener assembly is~~
10 ~~offset a selected distance from the central axis; and~~
11 a fastener assembly for connecting to at least one of the wing portions and
12 for securing the shift tip to the shift arm wherein each of the wing portions is
13 connected to the second end by a slanting member such that :
14 ~~and wherein the knob portion defines a central axis between the first end and the second~~
15 ~~end, and wherein the fastener assembly is offset a selected distance from the central axis.~~

1 13. (Original) The shift lever of claim 12 wherein the selected distance is at least 5
2 mm.

1 14. (Original) The shift lever of claim 12 wherein the selected distance is at least 10
2 mm.

1 15. (Original) The shift lever of claim 12 wherein the selected distance is at least 15
2 mm.

1 16. (Cancelled)

1 17. (Currently Amended) The shift lever of claim 12 wherein each of the wing
2 portions forms a hole adapted to accept the fastening assembly; and wherein each hole
3 defines a centerpoint; and wherein each centerpoint is offset the selected distance in the
4 same direction from the central axis.

1 18. (Cancelled)

Application No. 10/803,107
Amendment dated May 14, 2007
Reply to Office action of January 13, 2007

1 19. (Currently Amended) The shift lever of claim 12, further comprising a shim
2 adapted for placement between the cooperating portion of the motorcycle shift arm and at
3 least one of the wing portions and wherein the shim is selectably placeable in one of at
4 least two positions, and wherein the distance between the wing portions is approximately
5 equal to the cooperating portion of the motorcycle shift arm plus the collective width of
6 the at least one shim, whereby the position of the shift tip may be selectively modified by
7 the positioning of the at least one shim.

1 20. (Currently Amended) An adjustable shift lever for motorcycles and the like,
2 comprising:
3 a shift tip comprising
4 a first end comprising a knob portion; and
5 a second end opposite the first end, wherein the second end is
6 connected to two substantially parallel wing portions adapted to fit
7 over a cooperating portion of a motorcycle shift arm ~~wherein each~~
8 ~~of the wing portions is connected to the second end by a slanting~~
9 ~~member; and wherein the distance between the wing portions is~~
10 approximately equal to the cooperating portion of the motorcycle
11 shift arm plus the collective width of the at least one shim,
12 whereby the position of the shift tip may be selectively modified
13 by the positioning of the at least one shim;
14 a fastener assembly for connecting to at least one of the wing portions and
15 for securing the shift tip to the shift arm; and

Application No. 10/803,107
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1 3. (Original) The shift lever of claim 1 further comprising at least two shims adapted
2 for placement between the cooperating portion of the motorcycle shift arm and at least
3 one of the wing portions.

1 4. (Original) The shift lever of claim 1 further comprising at least four shims
2 adapted for placement between the cooperating portion of the motorcycle shift arm and at
3 least one of the wing portions.

1 5. (Currently Amended) The shift lever of claim 1 wherein the knob portion defines
2 a central axis running between the first end and the second end and each of the wing
3 portions forms a hole adapted to accept the fastening assembly and wherein each hole
4 defines a centerpoint, wherein each of the wing portions is connected to the second end
5 by a slanting member, whereby -and wherein the centerpoint of each of the holes are
6 fastener assembly is offset a selected distance in the same direction from the central axis.

1 6. (Original) The shift lever of claim 5 wherein the selected distance is at least 5
2 mm.

1 7. (Original) The shift lever of claim 5 wherein the selected distance is at least 10
2 mm.

1 8. (Original) The shift lever of claim 5 wherein the selected distance is at least 15
2 mm.

1 9 - 11 (Cancelled)

1 12. (Currently Amended) An adjustable shift lever for motorcycles and the like,
2 comprising:

3 a shift tip comprising

4 a first end comprising a knob portion; and

Application No. 10/803,107
Amendment dated May 14, 2007
Reply to Office action of January 13, 2007

16 a shim adapted for being selectively placed between the cooperating
17 portion of the motorcycle shift arm and the wing portions in one of at least
18 two positions; and
19 wherein the knob portion defines a central axis between the first end and
20 the second end, and wherein each of the wing portions is connected to the
21 second end by a slanting member such that the fastener assembly is offset
22 a selected distance from the central axis.